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(54) **MECHANICALLY ACTUATED POSITIVE
LOCKING DIFFERENTIAL**

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15, 2013.

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F16H 48/08 (2006.01)

F16H 48/20 (2012.01)

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CPC **F16H 48/24** (2013.01); **F16H 48/08**
(2013.01); **F16H 2048/204** (2013.01)

(58) **Field of Classification Search**

CPC F16H 48/24; F16H 2048/204
See application file for complete search history.

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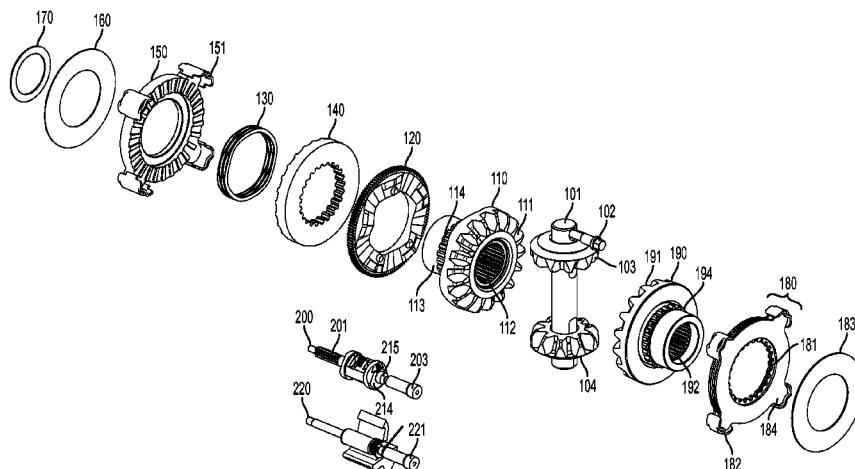
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ABSTRACT

A differential comprises a first side gear and a second side gear facing the first side gear. A pinion gear set can be between the first side gear and the second side gear. A cam plate comprises a ramped side facing a ramped side of the first side gear. A first lock plate comprises a first side abutting a second side of the cam plate. The first lock plate further comprises a toothed side. A second lock plate comprises a toothed side facing the toothed side of the first lock plate.

18 Claims, 8 Drawing Sheets



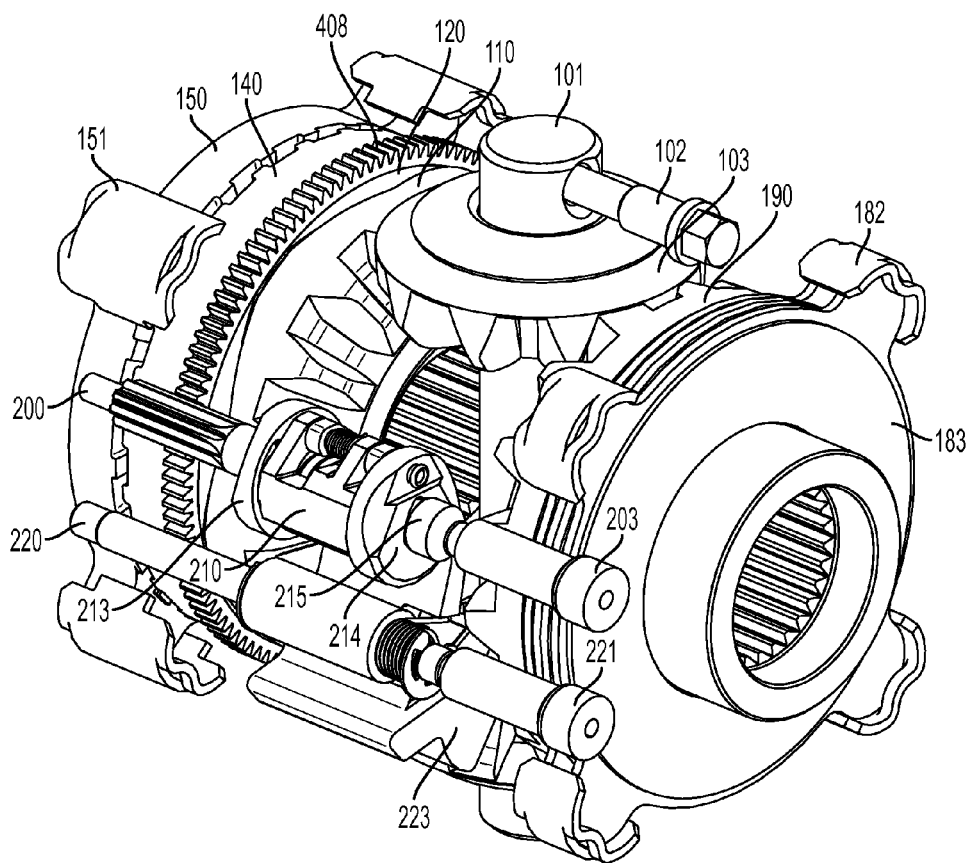


FIG. 1

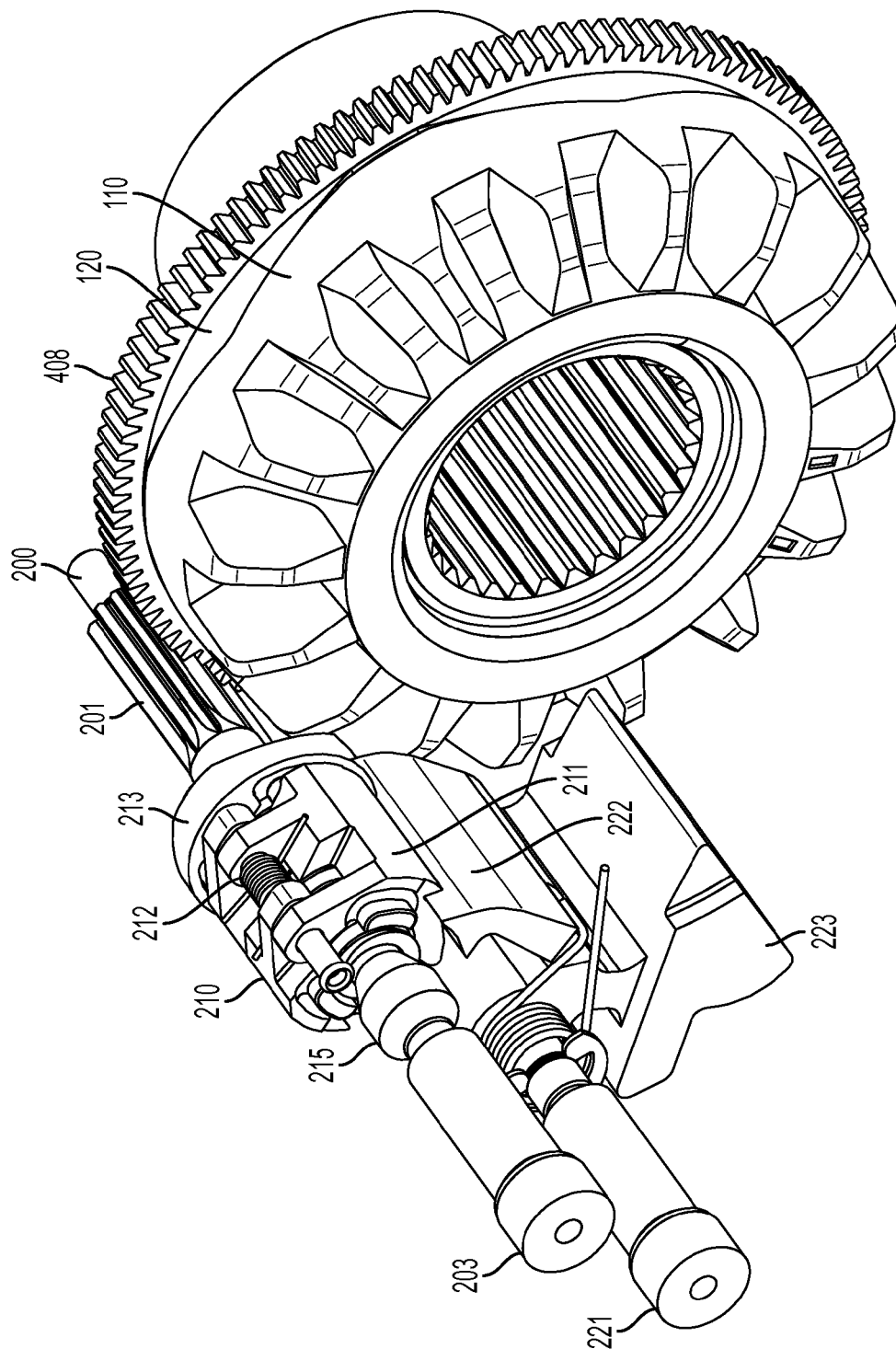


FIG. 2

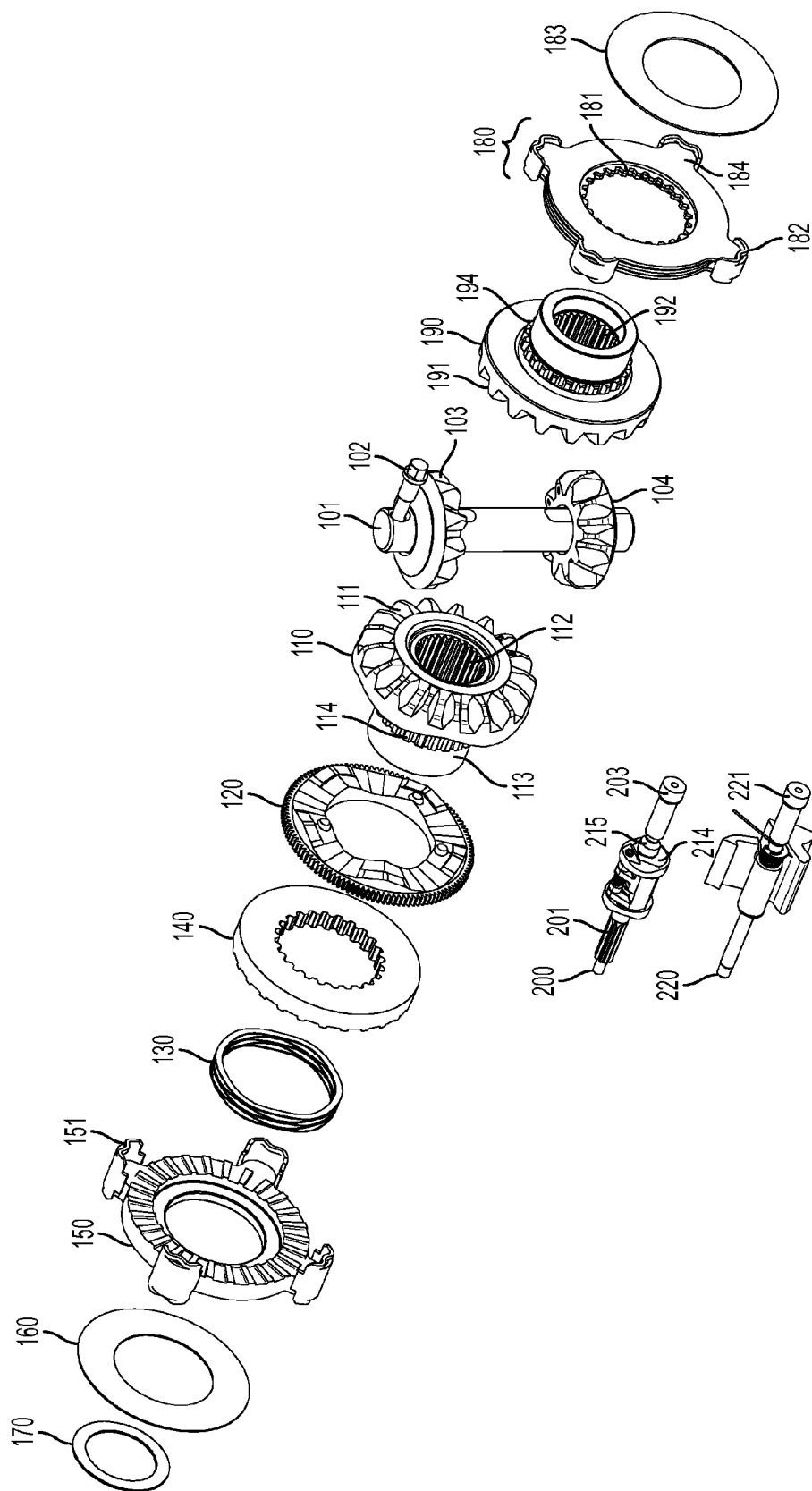


FIG. 3

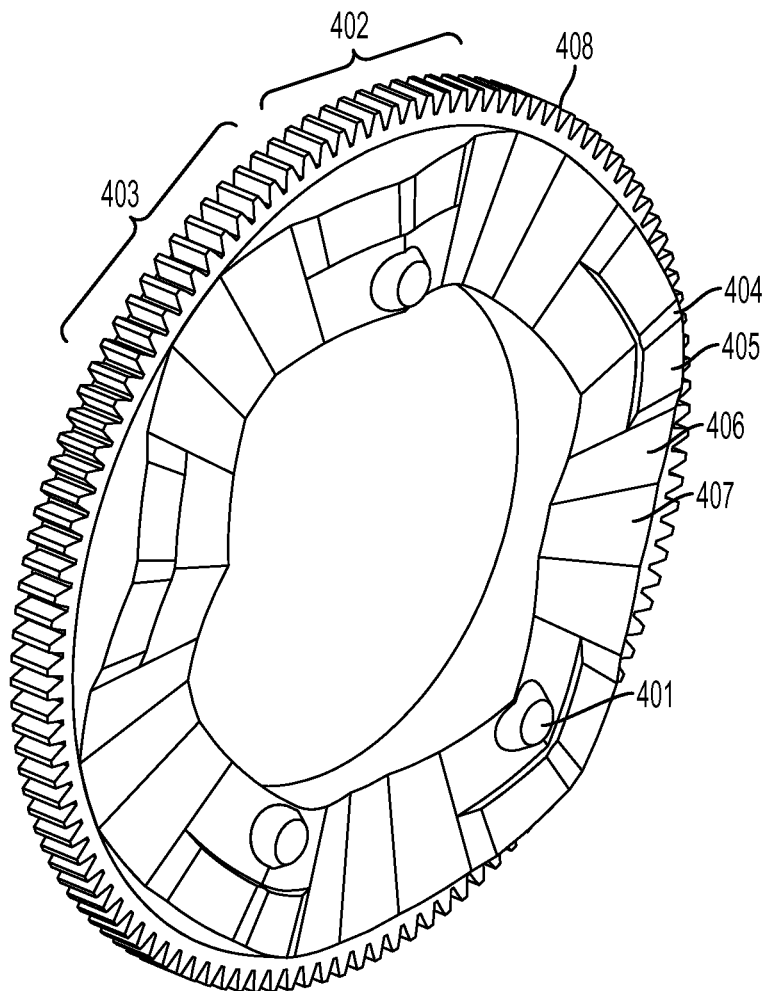


FIG. 4A

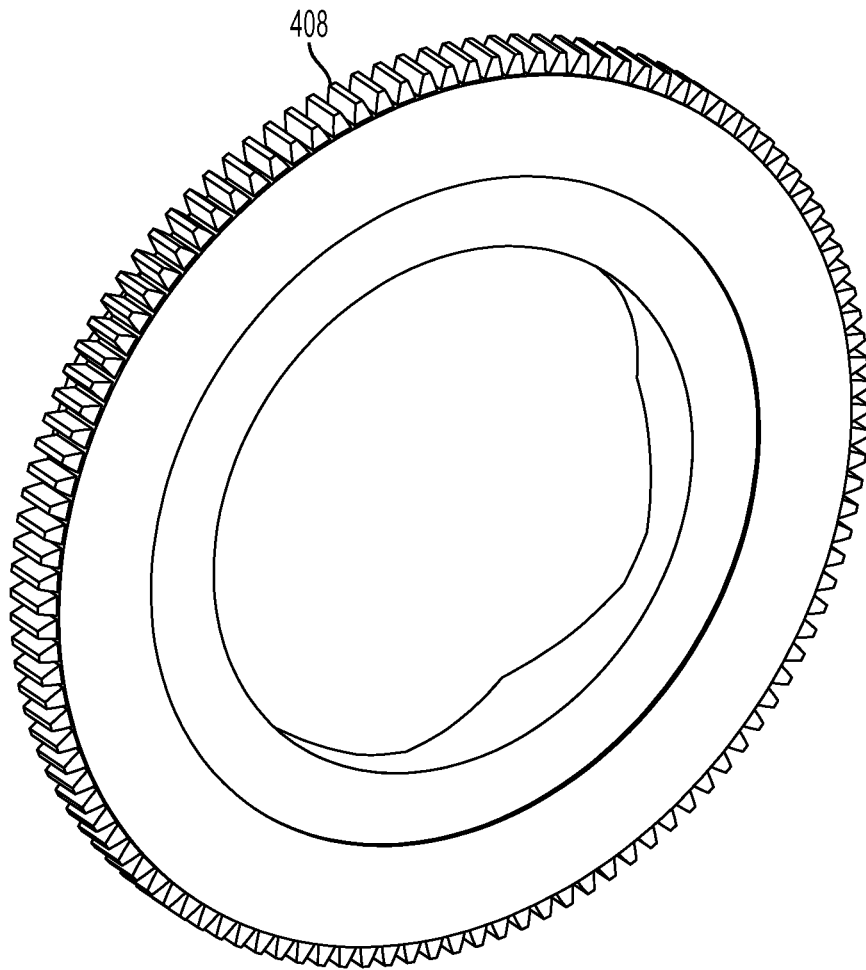


FIG. 4B

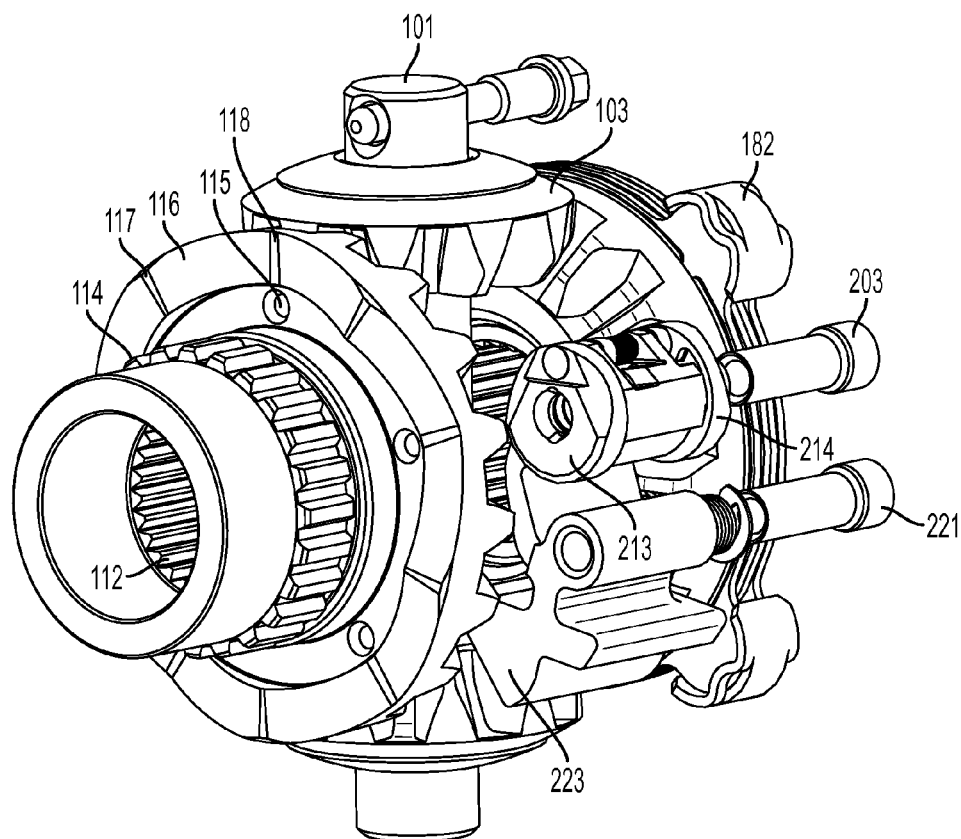


FIG. 5

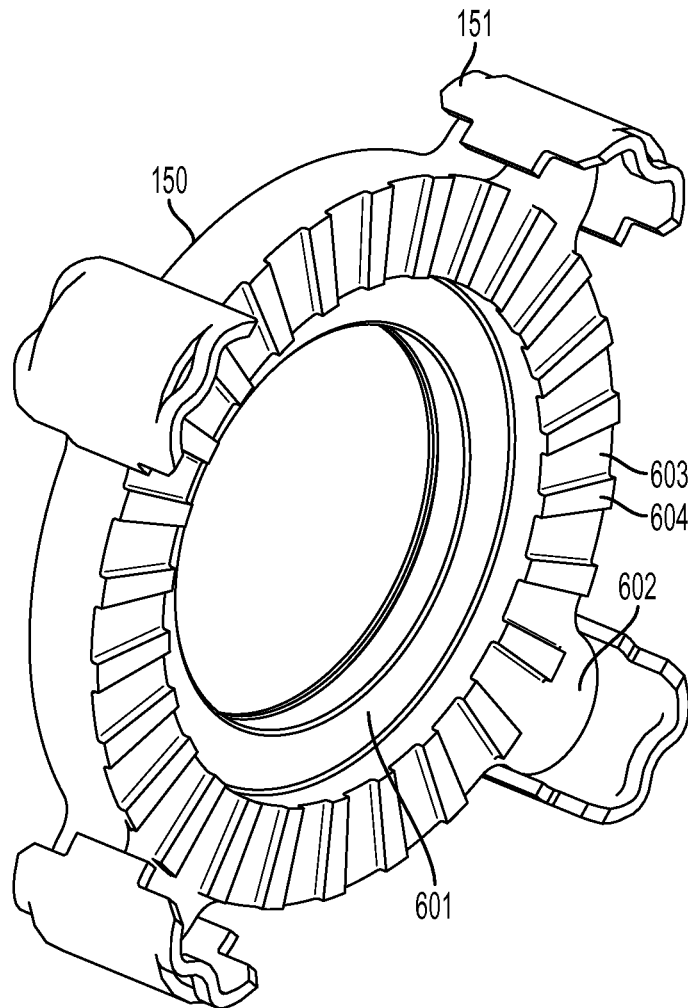


FIG. 6

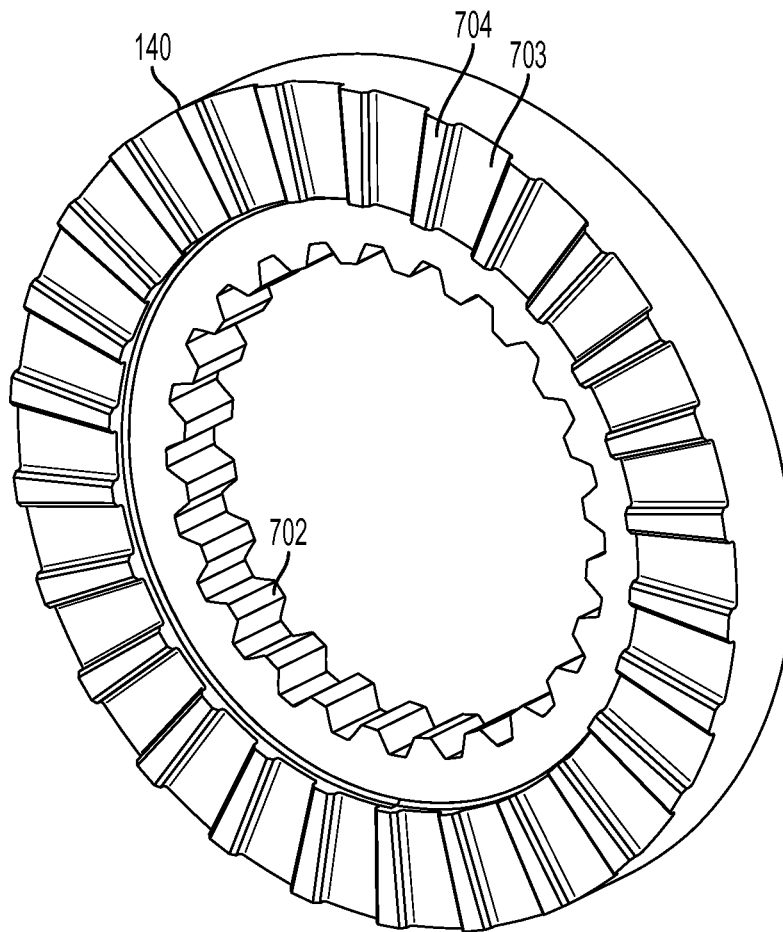


FIG. 7

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MECHANICALLY ACTUATED POSITIVE LOCKING DIFFERENTIAL

This is a continuation of Application No. PCT/US2014/019198, filed Feb. 28, 2014, which claims the benefit of U.S. provisional application Ser. No. 61/891,017, filed Oct. 15, 2013, which are incorporated herein by reference in their entireties.

FIELD

This application relates to differentials, and more specifically to mechanical locking differentials designed to sense wheel speed and automatically lock the device from differentiating rotation.

BACKGROUND

Existing mechanical locking differentials (M-lockers) are designed to automatically lock the differential when a difference in wheel speed is sensed above a predetermined value. However, the existing design uses friction disks in a wet clutch pack, thus requiring fluid lubrication for engagement. The fluid is subject to degradation and its properties can vary with temperature and degradation.

SUMMARY

The apparatus disclosed herein overcome the above disadvantages and improves the art by way of a differential which can comprise a first side gear and a second side gear facing the first side gear. A pinion gear set can be between the first side gear and the second side gear. A cam plate comprises a ramped side facing a ramped side of the first side gear. A first lock plate comprises a first side abutting a second side of the cam plate. The first lock plate further comprises a toothed side. A second lock plate comprises a toothed side facing the toothed side of the first lock plate.

Additional objects and advantages will be set forth in part in the description which follows, and in part will be obvious from the description, or may be learned by practice of the disclosure. The objects and advantages will also be realized and attained by means of the elements and combinations particularly pointed out in the appended claims.

It is to be understood that both the foregoing general description and the following detailed description are exemplary and explanatory only and are not restrictive of the claimed invention.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a view of the internal components of a differential having the case and ring gear removed.

FIG. 2 is an example of an engagement mechanism in relation to a cam plate and side gear.

FIG. 3 is an exploded view of the differential of FIG. 1.

FIG. 4A is a perspective view of a first side of a cam plate.

FIG. 4B is a view of a second side of the cam plate.

FIG. 5 is a view of a partially assembled differential showing a ramped side of a side gear.

FIG. 6 is a view of an eared lock plate.

FIG. 7 is a view of a splined lock plate.

DETAILED DESCRIPTION

Reference will now be made in detail to the examples which are illustrated in the accompanying drawings. Where-

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ever possible, the same reference numbers will be used throughout the drawings to refer to the same or like parts. Directional references such as “left,” “right,” “up,” and “down” are for ease of reference to the figures.

In an open mode, a differential is configured to allow two wheels on a motor vehicle to operate at different speeds. In a locked mode, the two wheels are locked so that they rotate at the same speed. One torque path, for a front wheel drive (FWD) vehicle, may include torque transfer from an engine to a transmission to a power transfer unit to a drive shaft to a pinion gear to a ring gear around a differential case to a pinion shaft **101** within the differential. As the pinion shaft **101** rotates, affiliated pinion gears **103** and **104** can transfer differentiated or undifferentiated torque to meshing side gears **190** and **110**. The side gears have internal splines **112** and **192** to transfer torque to externally splined drive axles. Torque is then transferred to affiliated wheels. Since this torque path, as well as rear wheel drive (RWD) and all wheel drive (AWD or 4WD) torque paths, are known, the vehicle driveline is not illustrated. The ring gear and differential case are also not illustrated. Despite the specific reference to FWD, RWD, and AWD systems, it is to be understood that the differential may be used in any suitable environment requiring a differential rotation for two shafts.

A mechanical locking differential (M-locker) uses a mechanical device, as opposed to a solenoid or hydraulic device, to go between the locked and open modes. The mechanical device can comprise, for example, one of those described in U.S. Pat. Nos. 6,319,166, 7,438,661, and 8,167,763, assigned to Eaton Corporation and incorporated by reference herein in their entireties.

In the example shown in FIGS. 1-3, the mechanical device comprises an engagement mechanism, which can comprise a shaft having a first end **200** and a second end **203**, both for coupling to the differential case. The shaft may include a shaft gear **201**. End plates **213** and **214** may have flyweights **210** and **211** between them and a flyweight spring **212** may bias the flyweights **210** and **211**. At least end plate **214** engages with a cone clutch **215**. The shaft may rotate with the cam plate **120** via the shaft gear teeth **201** in mesh with rim teeth **408**. When the shaft rotates due to differential action and the rotation speed is above a predetermined value, the flyweights **210** and **211** spin up. The centrifugal force must be enough to overcome the biasing force of the flyweight spring **212**. The rotation must also be sufficient to overcome the grip between the end plate **214** and the cone clutch **215**.

In order to lock the differential (exit open mode), at least one of the flyweights **210** or **211** must engage with the pawl **222** on a lockout mechanism on the second shaft. The second shaft has a first end **220** and a second end **221**, both for coupling with the differential case. If the vehicle travels over a predetermined speed, the centrifugal force on the lockout causes a counterweight **223** to pull the pawl **222** out of the available range of the flyweights **210** and **211** and the differential cannot enter the locked mode. It can only operate in the open mode. The described example is not meant to limit the mechanical device for locking or unlocking the differential described herein. Other mechanical devices are used in the alternative with the differential described herein.

FIGS. 1 and 3 show the engagement mechanism in an un-activated state, such as when the differential is stationary, or when operating under a predetermined differential speed such as below 100 RPMs. The flyweights **210** and **211** are biased in a closed position.

In FIG. 2, the end plate **214** is absent for clarity. The flyweights **210** and **211** have spun-up and the pawl **222** has caught against a step in flyweight **211**. This locks the first

shaft from rotation. The shaft gears **201** are geared to rim teeth **408** of the cam plate **120**. The locking creates sufficient force to move the cam plate **120**. Further discussion of engagement mechanisms and their operation can be understood from examples such as U.S. Pat. Nos. 6,319,166, 7,438,661, and 8,167,763.

As shown in FIGS. 4A and 4B, the cam plate **120** has ramps **402** and valleys **403**. The ramps **402** comprise upward ramps **405** leading to crests **404**. The valleys **403** comprise downward ramps **406** leading to ravines **407**. The ramps **402** and valleys **403** are shown with stepwise transitions, and the cam plate **120** can comprise more or fewer stepwise transitions, or the cam plate **120** can comprise smooth transitions between crests **404** and ravines **407** such as by having a single slope therebetween or by having curves therebetween. Also, while five crests **404** and five ravines **407** are shown, more or fewer can be used in practice.

Also shown in FIG. 4A are detents **401**. While three detents **401** are shown, more or fewer can be used in practice. The detents **401** mate with corresponding holes **115** in the left side gear **110**. The detents **401** and holes **115** are sized so that the detents **401** leave the holes **115** when the above locking of the flyweight **210** or **211** against the pawl **222** creates sufficient force to move the cam plate **120**. The ramps **402** then slide against corresponding side gear ramps **116**. That is, in the open mode, crests **404** rest in side gear ravines **118**, and side gear crests **117** rest in ravines **407**. In the locked mode, the crests “ramp-up” and slide out of the ravines and against opposed ramps as the detents **401** leave the holes **115**. When the differential exits locked mode, the crests “ramp-down” and slide back in to corresponding ravines while the detents **401** re-enter the holes **115**.

Cam plate action against the side gear, as well as cam plate and side gear configurations, may be further understood from examples such as U.S. Pat. Nos. 3,606,803, 5,484,347, 6,319,166, RE 28,004, and U.S. Pat. No. 3,831,462, incorporated herein by reference in their entirety.

The left side gear **110** is braced against the pinion gears **103** and **104** via meshing engagement of side gear teeth **111** with pinion gear teeth. Any motion of the left side gear **110** as the cam plate **120** “ramps-up” can be passed to the spring-loaded lock plates.

In the example shown, no reaction block is used to pass force from the left side gear **110** to the right side gear **190**. Therefore, the “ramp-up” of the cam plate does not also cause compression of the clutch pack **180**. The clutch pack **180** can be operated to enable limited slip, or the clutch pack **180** can be eliminated.

The forces created as the cam plate **120** moves against the left side gear **110** can be transferred to the first lock plate **140** and then to the second lock plate **150**, with some absorption by wave spring **130**. Such an arrangement enables the elimination of all wet clutch packs and the use of a reaction block, thus simplifying the differential, reducing weight, and enabling reduction of size. The right side gear **190** can abut the differential case similar to the above-incorporated RE 28,0004 and U.S. Pat. No. 3,831,462 or can be used with other designs having no friction discs adjacent the right side gear.

As the cam plate **120** “ramps-up,” first lock plate **140** moves axially with its lock plate inner splines **702** along left side gear outer splines **114**. This compresses a wave spring **130** and first lock plate teeth **704** lock against second lock plate teeth **604**. Each first lock plate tooth **704** is separated by a lock plate groove **703**. Each second lock plate tooth **604** is likewise separated by a plate groove **603**.

The wave spring **130** seats against wave spring seat **601**. The wave spring **130** biases the first lock plate **140** away from

the second lock plate **150**. As the wave spring **130** pushes against first lock plate **140**, first lock plate **140** pushes against cam plate **120**. This biases the detents **401** in the holes **115**.

In embodiments where the second lock plate **150** comprises ears **602**, optional ear guards **151** can be included. The ears **602** and optional ear guards **151** engage with corresponding grooves in the differential case so as to lock the second lock plate **150** from rotating with respect to the case. The first lock plate **140** is forced to rotate with the left side gear **110** via the mating of inner splines **702** with side gear outer splines **114**.

An optional coupling ring **160** or thrust washer abuts the second lock plate **150**, and an optional coupling ring or thrust washer **170** abuts the side gear **110** and differential case.

When the first lock plate teeth **704** lock against second lock plate teeth **604**, the left side gear **110** is locked to rotate with the differential case. The pinion shaft **101**, locked to the differential case via optional lock pin **102**, must also rotate with the housing. Affiliated pinion gears **103** and **104** are locked to rotate with the left side gear **110** via the meshing of side gear teeth **111** with the pinion gear teeth. Thus, the meshed side gear teeth **191** of right side gear **190** must rotate at the same rate as the left side gear **110**. This gear coupling is in addition to the coupling between the right side gear **190** and the differential case, described below.

Right side gear **190** further includes inner spline **192** for coupling to an axle shaft and an outer spline **194** for coupling to clutch pack **180**. The clutch pack **180** can comprise plates with ears **184** and friction discs with splines **181**. The disc splines **181** couple to the right side gear outer spline **194**. Optional ear guards **182** surround the ears **184**, which mate with corresponding grooves in the differential case. A coupling ring **183** or thrust washer is between the differential case and the clutch pack **180**.

Because the ears **184** are coupled to the differential case, when the affiliated friction discs are frictionally engaged with the eared plates, the right side gear **190** must rotate, via the spline connection, with the differential case. The friction engagement of the clutch pack **180** can be facilitated by the selection of an appropriate viscosity lubricating fluid. The clutch pack **180** can be used to provide limited slip capability to the differential, or as an alternative the clutch pack **180** can be eliminated.

The first lock plate **140** comprises radially extending teeth sized and spaced to mate with radially extending teeth of the second lock plate **150**. In an open mode, the space between first lock plate **140** and second lock plate **150** is sized so that the crests **404** of the cam plate **120** rest in ravines **118** of the left side gear. The spacing is selected so that the crests **404** of the cam plate **120** do not pass crests **117** of the left side gear when the cam plate **120** locks. The design enables positive locking such that the differential operates either fully locked or in open mode.

Because of the simplified design, the differential can lock in both directions. That is, the differential can lock no matter which direction the side gears are spinning so long as one of the flyweights **210** or **211** can catch the pawl **222**.

An advantage of using the two lock plates is the enhanced reliability offered by the tooth-to-tooth contact. That is, the dog-style coupling is more reliable than the wet friction disc contact, resulting in reduced slippage. In addition, the lock plates can be designed to take up less axial space than friction discs, thus further reducing the size of the differential. The lock plate engagement and use generates less heat than the friction discs, leading to less fluid degradation. And, the elimination of the friction discs reduces the machining to the differential case, leading to less costly manufacture.

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Other implementations will be apparent to those skilled in the art from consideration of the specification and practice of the examples disclosed herein. It is intended that the specification and examples be considered as exemplary only, with a true scope and spirit of the invention being indicated by the following claims.

What is claimed is:

1. A differential comprising:

a first side gear comprising gear teeth and ramps;

a second side gear comprising gear teeth facing the first side gear;

a pinion gear set between the first side gear and the second side gear;

a cam plate comprising ramps facing the ramps of the first side gear, the cam plate further comprising a second side;

a first lock plate comprising a first side abutting the second side of the cam plate, the first lock plate further comprising locking teeth; and

a second lock plate comprising locking teeth facing the locking teeth of the first lock plate.

2. The differential of claim 1, wherein the locking teeth of the first lock plate comprises axially extending teeth, and wherein the toothed side of the second lock plate comprises axially extending teeth.

3. The differential of claim 2, wherein, when the cam plate is moved into the locked mode, the locking teeth of the first lock plate engage the locking teeth of the second lock plate.

4. The differential of claim 2, wherein the cam plate further comprises a plurality of cam plate crests and a plurality of cam plate ravines, wherein the side gear further comprises a plurality of side gear crests and a plurality of side gear ravines, and wherein the cam plate is movable between an open mode, where the cam plate crests align in the side gear ravines and the side gear crests align in the cam plate ravines, and a locked mode, where the cam plate crests slide towards the side gear crests and away from the side gear ravines.

5. The differential of claim 1, further comprising a wave spring between the first lock plate and the second lock plate to bias the first lock plate away from the second lock plate.

6. The differential of claim 5, wherein the second lock plate further comprises a recessed wave spring seat abutting the wave spring.

7. The differential of claim 1, wherein the first side gear comprises an outer spline, and wherein the first lock plate comprises an inner spline in engagement with the outer spline of the first side gear.

8. The differential of claim 7, wherein:

the second lock plate further comprises radially extending ears for engaging ear grooves of a differential case, the cam plate comprises rim teeth,

the differential further comprises a mechanical device for selectively locking against the cam plate, and, when the mechanical device locks against the cam plate, the cam plate rotates with respect to the first side gear and the cam plate presses the first lock plate against the second lock plate for rotationally locking the first side gear.

9. The differential of claim 8, wherein the cam plate further comprises a plurality of cam plate crests and a plurality of cam plate ravines, wherein the side gear further comprises a

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plurality of side gear crests and a plurality of side gear ravines, and wherein the cam plate is movable between an open mode, where the cam plate crests align in the side gear ravines and the side gear crests align in the cam plate ravines, and a locked mode, where the cam plate crests slide towards the side gear crests and away from the side gear ravines.

10. The differential of claim 1, wherein the second lock plate further comprises radially extending ears for seating in ear grooves of a case.

11. The differential of claim 1, wherein the cam plate comprises rim teeth, wherein the differential further comprises a mechanical device for selectively locking against the cam plate, and, when the mechanical device locks against the cam plate, the cam plate rotates with respect to the first side gear and the cam plate presses the first lock plate against the second lock plate.

12. The differential of claim 11, wherein, when the cam plate is moved into the locked mode, the locking teeth of the first lock plate engage the locking teeth of the second lock plate.

13. The differential of claim 1, further comprising:

a wet clutch pack abutting the second side gear.

14. The differential of claim 1, wherein the first side gear further comprises:

a neck extending away from the ramps on the first side gear; a plurality of side gear crests and a plurality of side gear ravines; and

outer splines between the neck and the plurality of side gear crests and the plurality of side gear ravines, and

wherein the first lock plate comprises a set of inner splines and the first lock plate is splined to the outer splines on the first side gear, and

wherein the neck of the first side gear rotates within the second lock plate.

15. The differential of claim 1, wherein the cam plate further comprises a plurality of cam plate crests and a plurality of cam plate ravines, wherein the side gear further comprises a plurality of side gear crests and a plurality of side gear ravines, and wherein the cam plate is movable between an open mode, where the cam plate crests align in the side gear ravines and the side gear crests align in the cam plate ravines, and a locked mode, where the cam plate crests slide towards the side gear crests and away from the side gear ravines.

16. The differential of claim 15, wherein, when the cam plate is moved into the locked mode, the locking teeth of the first lock plate engage the locking teeth of the second lock plate.

17. The differential of claim 15, wherein the side gear further comprises holes, wherein the cam plate further comprises detents, and wherein the cam plate is movable between an open mode, where respective holes align with respective detents, and a locked mode, where the respective detents move out of the respective holes.

18. The differential of claim 1, wherein the side gear further comprises holes, wherein the cam plate further comprises detents, and wherein the cam plate is movable between an open mode, where respective holes align with respective detents, and a locked mode, where the respective detents move out of the respective holes.

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